SHRI GHULAM NABIAZAD: Sir, the case is before the police. *(Interruptions)* Let the police come out with some report. I will write to the hon. Chief Minister of Maharashtra. *(Interruptions)* Suppose the management does anything then you will say that the management has taken time. So, the police is the best forum who will not take anybody's side. *(Interruptions)*

MR. CHAIRMAN: I have given so much time to this Question. Now Q. No. 43.

Non-utilisation of newly-build airports

*43.SHRIJ.P. JAVALI†:
SHRI SHIV PRATAP MISHRA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government's attention has been drawn to the newsitem which appeared in the Indian Express on 10th February, 1994 to the effect that 30 airports built at huge costs are lying unutilised and have been listed as useless;

(b) if so, the details thereof;

(c) whether the Hubli Airport, built at a Cost of Rs. 3 crore is not being put to use and has also been termed as "useless"; and

(d) what are the details of annual maintenance expenditure of these defunct airports and who is made to pay the same?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (d) A statement is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) A list of unused airports is enclosed, (see below).

(c) National Airports Authority (NAA) has not incurred any expenditure on the construction of Hubli Airport. The land alongwith infrastructure'were transferred free of cost by the State Government to NAA. Yayudoot was operating (lights to and from Hubli till January. 1990. It has not been able to resume operations due to non-availability of aircraft.

(d) NAA have kept an amount of Rs. 115.21 lakhs during the year 1993-94 for maintenance of these airports.

†The question was actually asked on the floor of the House by Shri J.P. Javali.

List of unused airports

Name of Airport	Period since unused
Andhra Pradesh	
1. Cuddapah	September, 1989
2. Donakonda	*Rarely used
3. Warangal	February, 1988
Arunachal Pradesh	
4. Passighat	November, 1990
Assam	
5. Rupsi	*Rarely used
6. Sheila	*Rerely used
Bihar	
7. Gaya	November, 1990
8. Jogbani	•Rarely used
9. Muzzafarpur	*Rarely used
10. Chakulia	'Rarely used
11. Raxaul	*Rarely used
Gujarat	
12. Deesa	August, 1991
Karnataka	
13. Hassan	*Rarely used
14. Mysore	September, 1989
Madhya Pradesh	
15. Bilaspur	November, 1990
16. Khaiidwa	August,1991
17. Panna	August, 1991
18. Satna	November, 1990
Maharashtra	
19. Akola	December, 1988
20. Sholapur	July, 1991
Orissa	
21. Jharsuguda	* Rarely used
Rajasthan	
22. Kota	November, 1990
Tamil Nadu	
23. Vellorc	*Rerely used
Tripura	
24. Kailashar	September, 1990
25. Kamalpur	September, 1990
26. Khowai	•Rarely used
Uttar Pradesh	
27. Jhansi	*Rarely used
28. Lalitpur	*Rarely used
West Bengal	
29. Balurghal	*Rarely used
30. Malda	*Rarely used

No. Commercial.operations have taken place. State Govt's aircraft could have operated from these airports.

SHRI J. P. JAVALI: Sir, my question is regarding thirty airports, built at a huge cost, which are lying unutilised and they have been termed as useless. In the list provided of these thirty airports, in Kamataka, they have shown only two places, that is, Hassan and Mysore. I would like to bring to the notice of the hon. Minister that Bellary also is there and I do not know why Hubli has not been included. I would like to point out to the Minister that all these airports are very essential for promotion of tourism in Kamataka since they are located nearer to the world-famous historic monuments. The world-famous whispering gallery—the Gol Gumbaz of Bijapur, the spectacular sculptures and cave temples of Badami, Pattadakal and Aihole are located nearer Hubli. Similarly, the World Heritage Centre, Hampi, is near Bellary and Sravanabelagola, Halebid and Belur are near Mysore. All these centres are of great tourist attraction in Kamataka but without airlink no foreign tourist would like to visit these places. Not only this;. Hubli which is the second biggest city in Kamataka is also a very important trade and industry centre. Denial of air services hampers the growth of this centre.

We are five M.Ps coming from Hubli-Dharwad cities and we have been repeatedly demanding and requesting the Minister for resumption of air services from Hubli Airport, which has been built at a cost of three crores of rupees. All other facilities are there at Hubli. The only thing is, Vayudoot which functioned for a short while, suspended its air services. It was because of short supply of aircraft. I would like to know when it is going to resume its air services and in case the Govenment is incapable of extending air services through Vayudoot or Indian Airlines, whether the Minister would consider inviting private airlines to operate from this airport. Three crores of rupees have already been spent. If the runway is extended by another 2,000 ft. by spending another crore or so, Boeings can land there. Would the Minister consider it and give a categorical reply?

SHRI GHULAM NABI AZAD: Sir, as far as Hubli airport is concerned, this was constructed by the State Government at a cost of three crores of rupees and then was handed over to the National Airports Authority and then we wanted to run some flights, Vayudoot flights. In the month of June, 1993, the National Airports Authority spent about Rs. 40,000/- on this airport but subsequently we had to ground almost 90 per cent of the Yayudoot aircraft because they were not viable. The hon. Member has asked whether we will be able to operate the Vayudoot aircraft. My answer is unfortunately "no', because as I have said, most of the 90 or 95 Vayudoot aircraft have been grounded and now we have already issued a number of licences to private air-taxi operators and also small air-taxi operators. As far as the small air taxi operators are concerned, I have already had a meeting with Raj Aviation Ltd. and they have already promised me that they are going to operate from Belgaum, Hubli and Bombay.

MR. CHAIRMAN: Second supplementary. Please make it short and ask a pointed question.

SHRI J. P. JAVALI: Sir, I am very, very short.

In the press report that was referred to in my question, it is reported that 12 "model" airports would be developed, keeping in view the international standards. If it is correct, which are these "model" airports?

Part (b) of my question is this. Now Bangalore has been allowed to receive chartered flights from abroad and there is a demand from the Government of Kamataka that Bangalore should be developed as an international airport. The Karnataka Government is prepared to extend all assistance. I would like to know what progress has been made in this regard.

SHRI GHULAM NABI AZAD: Sir, as far as the list of "model" airports is concerned, I will send it to the hon. Member, but they are Patna, Gauhati, Bhubaneswar, Indore, Jaipur, Lucknow and a number of other places. I will send him the list. As far as Bangalore is concerned, we wanted to have an international airport, but, as you know, this is a Defence airport; it is not possible to convert it into an international airport. ...*(Interruptions)*.... Let me complete. As far as Bangalore airport is concerned, we have three schemes at the moment. We are spending Rs. 100 lakhs on modifications to the existing terminal building.

We are spending Rs. 114 lakhs on the construction of staff quarters. These staff

quarters will be ready next year. At the same time—this is the answer to your question—we have designed a plan to construct a new arrivals block, an international block at Bangalore at a cost of Rs. 1300 lakhs. Approval of the Board has already been obtained. The design provides for aero-bridges. We wanted to put up areo-bridges. But we could not start the work. As I have already said, this is a defence airport. They are not agreeing to put up aero-bridges. I have already asked the Chairman, International Airports Authority of India to go to Bangalore and have some interaction and discussion with the Chairman, HAL. If they are able to provide us the facility or give us permission to go ahead with aero-bridges, we will immediately start the work. But if they do not permit us, then we will start constructing the international terminal building without aero-bridges.

MR. CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

पश्चिमी उत्तर प्रदेश में उच्च न्यायालय

*44. श्री राम रतन राम: क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि:

(क) पश्चिमी उत्तर प्रदेश में उच्च न्यायालय की स्थापना कब तक की जाएगी; और

(ख) जसवन्त सिंह कमेटी ने अपनी सिफारिशों में उच्च न्यायालय की स्थापना किस स्थान पर करने की सिफारिश की थी।

विधि, न्याय और कंपनी कार्य मंत्रालय में राज्य मंत्री (श्री हंसराज भारद्वाज): (क) और (ख) उत्तर प्रदेश में उच्च न्यायालय का मुख्य स्थान इलाहाबाद में है और उसकी एक स्थायी न्यायपीठ लखनऊ में कार्य कर रही है। जसवंत सिंह आयोग ने उत्तर प्रदेश उच्च न्यायालय की एक स्थायी न्यायपीठ आगरा में और उसकी दो सर्किट न्यायपीठें नैनीताल और देहरादून में स्थापित किए जाने की सिफारिश की है। आयोग की विनिर्दिष्ट सिफारिशें 1986 में, उत्तर प्रदेश सरकार को, उच्च न्यायालयों के मुख्य न्यायमूर्तियों के परामर्श से, उनके विचार और टीका-टिप्पणियां जानने के लिए भेजी गई थीं। राज्य सरकार से अभी तक कोई विनिर्दिष्ट पूर्ण प्रस्ताव प्राप्त नहीं हुआ है। अत: यह बताना संभव नहीं है कि इस विषय में कोई विनिश्चय कब तक कर लिया जाएगा।

Failure of PSLV-D1

*45. SHRI BISHAMBHAR NATH PANDE:
SHRI V. NARAYANASAMY:

Will the PRIME MINISTER be pleased to refer to answer to Unstarred Question No. 97 given in the Rajya Sabha on the 2nd December, 1993 and state:

(a) whether it is a fact that Government have since received the report of the Failure Analysis Committee appointed to investigate into the failure of PSLV-D1 while it was tested recently; and

(b) if so, what are the recommendations of the Committee?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE AND THE MINISTER OF STATE IN THE DEPTT. OF ATOMIC ENERGY AND SPACE WITH ADDITIONAL CHARGE OF THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE & TECHNOLOGY (SHRI BHUVNESH CHATURVEDF): (a) Yes, Sir.

(b) The major recommendations are to rectify the software implementation error and to delay the nulling of the second stage of the PSLV by about 2.0 to 2.5 seconds. The Failure Analysis Committee has further added that there are no serious lacunae in the design of the PSLV and the deficiencies noted and the modifications suggested are quite normal for the first few developmental flights of a large complex system like PSLV.

मध्य प्रदेश में जल आपूर्ति योजनायें

*46. श्री अजीत जोगी:
चौधरी हरि सिंह

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या मध्य प्रदेश सरकार ने केन्द्रीय सरकार की स्वीकृति हेतु कुछ जल आपूर्ति योजनायें प्रस्तुत की हैं;

(ख) यदि हां, तो उनका ब्यौरा क्या है;

(ग) प्रत्येक योजना पर कितना व्यय किये जाने के संभावना है; और